

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Kramertown-Railroad Historic District
AND/OR COMMON

2 LOCATION

STREET & NUMBER
South Railroad Boulevard
CITY, TOWN
McComb
STATE
Mississippi
VICINITY OF
Fourth
COUNTY
Pike
CODE
28
CODE
113
NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Multiple Ownership
STREET & NUMBER
CITY, TOWN
VICINITY OF
STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Office of the Chancery Clerk
Pike County Courthouse
STREET & NUMBER
CITY, TOWN
Magnolia
STATE
Mississippi

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Statewide Survey of Historic Sites
DATE
November, 1978
DEPOSITORY FOR
SURVEY RECORDS
Mississippi Department of Archives and History
CITY, TOWN
Jackson
STATE
Mississippi
FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Kramertown-Railroad Historic District is composed of sixty-three railroad-related buildings arranged linearly in a north-south direction along South Railroad Boulevard in McComb, Mississippi. The majority of structures are located east of South Railroad Boulevard, since that area contains the core of the district which is the railroad yard, but commercial buildings are located on the west side of South Railroad Boulevard at the north and south ends of the district. Also contained within the district are a former ice house, now adapted to a shopping center, and former cotton sheds, now used for lumber storage. Most of the larger buildings in the district are brick. Most brick buildings located in the railroad yard date from the 1890s and are characterized by pilastered walls and corbel tables. Brick commercial buildings at the north end of the district were constructed after 1904, when a fire destroyed most of McComb's commercial section, and before 1925. These buildings are vernacular commercial structures with some raised-brick detailing and rooflines with stepped or crenelated parapets. A number have pilastered walls, and two display cast-iron columns. Commercial buildings at the south end of the district are similar, but most were constructed in the 1920s. Frame buildings are all located within the railroad property, and vertical boarding and board-and-batten siding predominate. Many of these structures date from the 1920s and replace earlier wooden structures destroyed by fire. The intact and still-used depot is a typical turn-of-the-century Mississippi railroad station of the simplest form. The callers' office, while smaller, is more elaborate and probably dates from the 1880s. While there are some intrusive modern metal buildings in the railroad yard and some incompatible modernizations of the commercial storefronts, the proportion of intrusions is low and commercial buildings in the district have escaped the canopied pedestrian-mall treatment of the adjacent shopping area.

Structures Within the District

Abbreviations at the end of each entry: "P. S." denotes Primary Significance, "C. S.," Contributing Significance, "M.," Marginal Significance, and "I.," Intrusion.

1. Waterworks building (Railroad Yard): Ca. 1930. 1-story 2x4-bay board-and-batten building with gable roof. 6-over-6 double and triple windows. Double garage doors of vertical boards; other double doors of diagonal boards. (C. S.)
2. Washhouse (Railroad Yard): Date unknown. 1-story 1x2-bay gable-roofed structure clad with corrugated metal siding. 6-over-6 windows set high on wall. (M.)
3. Storage shed (Railroad Yard): Ca. 1930. 1-story 4x1-bay vertical-boarded equipment shed. (C. S.)
4. Garage (Railroad Yard): Ca. 1930. 1-story flush-boarded front-gabled garage building. (C. S.)
5. Coal chute (Railroad Yard): 1945. 2-story 3x3-bay concrete structure with gable roof and projecting gable-roofed chute centrally placed on roof ridge. (C. S.)
6. Bridge and Building Department carpenter shop (Railroad Yard): Ca. 1925. 1-1/2-story 3x6-bay board-and-batten building with gable roof and overhanging eaves. Diagonal boarded double doors. Some 12-over-12 windows. (C. S.)

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Kramertown-Railroad Historic District in McComb, Mississippi, is both historically and architecturally outstanding. The railroad, the yard of which forms the core of the district, placed McComb on the map and laid the foundation for subsequent industrial and commercial development. In 1911 the railroad yard was the site of a National Guard encampment, when McComb was placed under partial martial law following a nationwide strike of Illinois Central shop members. In 1946 the first aluminum refrigerator railroad cars were manufactured in the district, and as late as 1949 the ice house, constructed in 1904, was said to be the "largest ice storage plant in the world" (Jack Hancock, "Spotlight on McComb--A City that was Built on Purpose," Jackson [Miss.] Daily News, July 31, 1949). Despite the loss of the two earliest railroad buildings, the district contains some of the best examples of late-nineteenth-century industrial buildings in the state and some of the earliest brick buildings in McComb.

McComb, the largest city between Jackson, Miss. and New Orleans, and one of the few cities in Mississippi established after the Civil War, was planned, organized, and settled as a railroad town. In 1872 Col. H. S. McComb, president of the struggling New Orleans, Jackson & Northern Railroad, moved his railroad shops from New Orleans to the site of the present McComb, since the northern location offered more room for expansion. The following year McComb organized the Mississippi Valley Company and bought land for the promotion of a townsite. Despite Colonel McComb's efforts, his railroad failed and was taken over by the Illinois Central System in 1877. After that date extensive repairs were made and the facilities considerably expanded, making McComb the largest railroad center in the state. For a number of years the railroad was one of the city's few industries. Owing to its proximity to strawberry and trucking centers, however McComb later became a distribution center for the transportation of truck-garden produce to northern markets. In conjunction with this development, the Southern United Ice Company began producing ice for refrigerating the railroad cars, in 1904. Prior to that date, the Illinois Central cooled cars with ice harvested from Lake Michigan and stored in a wooden ice house north of the existing ice house. In 1902 the original frame building burned and was replaced with the present brick structure. At that time an ice-making machine was installed, thus eliminating the necessity of importing ice from the north. In 1920 Xavier Krmaer took over and greatly expanded the ice company's facilities to include a creamery, ice cream factory, and general merchandise store. Kramer also had an interest in the cotton industry and was responsible for the construction of the McComb Cotton Exchange building (now used as an office building) on 21st Street in 1928, the same year he was elected mayor of McComb. The following year, the "semi-fire proof" cotton warehouses, which handled a large portion of the cotton grown in the region, were constructed (U. S. Works Progress Administration, Source Material for Mississippi History, Statewide Historical Research Project, Pike County: Industry; Mississippi

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Disastrous Fire Destroys Many Business Houses," McComb City [Miss.] Enterprise, June 23 1904.

Emmerich, J. Oliver, comp. Ye Old Album of McComb. McComb, Miss.: McComb Enterprise-Journal, Souvenir Edition, 1947.

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY approximatley 93 acres

UTM REFERENCES QUADRANGLE NAME McComb South, Miss. QUADRANGLE SCALE 1:24000

A	[1,5]	[7,4,2,6,6,0]	[3,4,5,9,6,6,0]	B	[1,5]	[7,4,3,1,2,5]	[3,4,5,9,6,7,0]
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	[1,5]	[7,4,3,1,2,0]	[3,4,5,8,3,0,5]	D	[1,5]	[7,4,2,6,8,0]	[3,4,5,8,3,0,5]
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

Boundaries are as indicated by the red line on the enclosed lot and block map for McComb city, Mississippi and follow property lines with the following exceptions: 1. the excluded Illinois Central Railroad property which is leased to the McComb Milling Company, 2. the southern boundary of the district which is arbitrarily drawn, 3. a portion of the southwest boundary which takes the railroad track for its boundary until it meets 21st street.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Adele Cramer, Architectural Historian

ORGANIZATION

Mississippi Department of Archives and History

DATE

October, 1979

STREET & NUMBER

P. O. Box 571

TELEPHONE

(601) 354-7326

CITY OR TOWN

Jackson

STATE

Mississippi

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Elmer B. Hilliard

TITLE

State Historic Preservation Officer

DATE

October 19, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

3/13/80

FOR DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

W. Ray Luce
W. A. Dumas

DATE

3/11/80

KEEPER OF THE NATIONAL REGISTER

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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CONTINUATION SHEET

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4 - OWNER OF PROPERTY

Mr. and Mrs. Harry Case
Kramertown Hardware Co.
21st and Railroad Blvd.
McComb, MS 39648

Norman B. Gillis, Jr.
P. O. Box G
McComb, MS 39648

Norman B. Gillis III
P. O. Box G
McComb, MS 39648

Illinois Central Gulf Railroad
J. W. Cager, Supt. of Louisiana Division
P. O. Box 52348
New Orleans, LA 70752

Kalif and Todd
104 S. Railroad Blvd.
McComb, MS 39648

Alvin L. Klotz
904 Burke St.
McComb, MS 39648

Mr. Walter Morris
Kramertown Feed Store
21st and Railroad Blvd.
McComb, MS 39648

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7 - DESCRIPTION

7. Bridge and Building Department blacksmith shop (Railroad Yard): Ca. 1925. 1-story 2x6-bay board-and-batten building with monitored gable roof. (C. S.)
8. Bridge and Building Department shed (Railroad Yard): Ca. 1925. 1-story 1x7-bay frame shed enclosed on three sides. Gable roof. East side patched with metal sheets. (C. S.)
9. Special Agent's office (formerly Train Master's office)(Railroad Yard): Ca. 1925. 1-story 8x2-bay clapboard building with hip roof. Windows located just below eaves. (C. S.)
10. Office (Railroad Yard): Modern metal trailer. (I.)
11. Office (Railroad Yard): Modern metal structure. (I.)
12. McComb Depot (S. Railroad Blvd.): Ca. 1901. Enlarged 1-story 9x2-bay hip-roofed railroad station with 5-bay hip-roofed wing. Wide overhanging eaves. Upper and lower sections of the building clad with vertical board; middle section clad with clapboard.
13. Telephone exchange building (S. Railroad Blvd.): Ca. 1940. Small 1-story brick building with Colonial Revival elements. (C. S.)
14. Commercial block (104-106 S. Railroad Blvd.): Ca. 1914. 1-story 6-bay brick commercial block with stepped parapet. Two storefronts each with central entrance and double-leaf doors. Fluted cast-iron column as center support. Raised brick rectangle enriches frieze area. (C. S.)
15. Commercial block (110-114 S. Railroad Blvd.): Ca. 1904. 1-story 9-bay brick building with three storefronts divided by brick pilasters. Corbeled brick cornice. Hinged brick corners. Raised brick rectangle in frieze. (C. S.)
16. Commercial building (116-118 S. Railroad Blvd.): Ca. 1905. 2-story 6-bay brick building with scored concrete facing. 12-over-1-sash windows in upper story. Recessed central entrance to upper floors flanked by fluted cast-iron columns and a 3-bay storefront on each side. One storefront retains original paneled spandrels. (C. S.)
17. Commercial building (120-122 S. Railroad Blvd.): 1924. 1-story brick building with stepped parapet and stuccoed facade. Two storefronts with original 3-bay facade. Facade on rear elevation. (C. S.)

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7 - DESCRIPTION

18. Commercial building (124-126 S. Railroad Blvd.): 1-story 2-bay structure divided by pilasters. Recessed frieze panels. Modillioned cornice. Stuccoed facade. Infilled storefronts. (C. S.)
19. Caller's office (S. Railroad Blvd.): Ca. 1885. 1-story 4x1-bay clapboard building with gable roof and bracketed eaves. 6-over-6 sash. 3-pane transoms over doors.(P.S.)
20. Turntable (Railroad Yard): Ca. 1873. Roundhouse demolished ca. 1953.
21. Electrician's Shop (formerly oil house) (Railroad Yard): Ca. 1880. 1-story 3x5-bay brick building with gable roof. Pilastered walls. Corbel tables in gable ends form pediments. (P. S.)
22. Trainmen's locker room (formerly Switchman's shanty) (Railroad Yard): Ca. 1925. 1-story 1x6-bay clapboard building with hip roof. Small rectangular windows set high under eaves. (C. S.)
23. Credit Union building (formerly Inspector's shanty) (Railroad Yard): Ca. 1925. 1-story 1-bay hip-roofed building with masonite siding and shed-roofed rear addition. (M.)
24. Former paint room (Railroad Yard): Ca. 1925. 1-story 1x1-bay shiplap-sided building with hip roof and shed-roofed canopy. Paired windows. (C. S.)
25. Machine Shop (formerly car shop) (Railroad Yard): Ca. 1895. 1-story 4x6-bay brick building with monitored gable roof. Shed-roofed brick wing runs length of building on east side. Pilastered walls with corbel tables. Main openings in gable ends. Windows on side elevation have segmental arches and 12-over-12 sash. (P. S.)
26. Woodworking shop and boiler room (formerly part of machine shop) (Railroad Yard): Ca. 1895. 1-story 3x15-bay brick building with monitored gable roof. Pilastered walls with corbel tables. Main openings consist of three large arches in gable end on south elevation (P. S.)
27. Car repair shop (Railroad Yard): 1923. 1-story 4x20-bay building with sawtooth roof and corrugated asbestos cladding. (C. S.)
28. Paint shed (Railroad Yard): 1977. 1-story 1x6-bay corrugated metal building open at both ends. (I.)
29. Materials building (Railroad Yard): 1-story 3x19-bay building with board-and-

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- batten siding. Shallow pitched gable roof with wide overhang on track side.(C. S.)
30. Paint shop (Railroad Yard): Ca. 1950. 1-story gable-roofed building clad with vertical metal sheets. (I.)
31. Pipe shed (formerly tin shop) (Railroad Yard): Ca. 1925. 1-story 6x20-bay board-and-batten sided building with monitored gable roof. 6-over-6 sash windows. Attached to a smaller building of similar construction. Open sheds at north end. (C. S.)
32. Tin shop (Railroad Yard): Ca. 1915. 1-story 4x13-bay building with smaller building attached. Clad with board-and-batten siding. Gable roof with ventilators. 5-bay shed attached. (C. S.)
33. Tool Room (formerly repair office) (Railroad Yard): Ca. 1915. 1-story 5x13-bay building with gable roof and board-and-batten siding. 6-over-6 windows. (C. S.)
34. Carpenter shop and car foreman's office (Railroad Yard): Ca. 1925. 1-story board-and-batten gable-roofed building with ventilator. Shed-roofed rear addition. (C. S.)
35. Records building (formerly paint shop): Ca. 1910. 1-story 5x1-bay brick building with gable roof. Pilastered walls and corbel tables match other brick building. 12-over-12 sash windows set in segmental-arch openings. (P. S.)
36. Sewing room and oil house (formerly records building) (Railroad Yard): Ca. 1910. 1-story 3x3-bay brick building with monitored gable roof. Pilastered walls and corbel tables. (P. S.)
37. Superintendent's Office (Railroad Yard): Ca. 1925. 1-story 3x6-bay gable-roofed building clad with shiplap siding covered with asbestos. Paired and triple windows. (M.)
38. Materials warehouse (Railroad Yard): Ca. 1940. 1-story 6x18-bay brick warehouse with flat roof, tile coping, and fire wall. Interior contains a small office section with beaded-board walls. (C. S.)
39. Blacksmith sheds (Railroad Yard): Ca. 1910. Two gable-roofed sheds attached by a shed roof. West shed vertical boarded; east shed clad with board and batten. (C. S.)
40. Blacksmith shop (Railroad Yard): Ca. 1898. 1-story 5x11-bay building with monitored gable roof and shed-roofed brick wing on west elevation. 12-over-12-sash windows set in segmental rowlock arches. Pilastered side walls with corbel tables. Entrance

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7 - DESCRIPTION

- in gable ends. (P. S.)
41. Boiler shop (Railroad Yard): Ca. 1895. 1-story 3x7-bay brick building with monitored gable roof. Large round-arched opening centrally located in gable end on south elevation. Side elevations pilastered with corbel tables. Wooden shed removed from north elevation. (P. S.)
 42. Reclaim shop (formerly foundry) (Railroad Yard): Ca. 1910. 1-story 3x8-bay brick building with monitored gable roof and two 2-story ells on cruciform plan. Pilastered walls with round louvered opening in gable. Corbel tables. Segmental-arched window openings with 16-over-16 sash. (P. S.)
 43. Acetylene plant (Railroad Yard): Ca. 1940. 1-story 2x5-bay Flemish-bond brick building topped with monitor. Tile coping. Platform attached. (C. S.)
 44. Wash and locker room (Railroad Yard): Before 1948. 1-story 9x1-bay brick building with gable roof. 6-over-6 sash.
 45. Garage (Railroad Yard): Ca. 1925. 1-story gable-roofed vertical-boarded garage with sliding door in side elevation. Front-gable orientation. Shed-roofed addition clad with board and batten. (C. S.)
 46. Garage (Railroad Yard): Ca. 1940. 1-story 5-bay brick garage divided by fire walls. Vertical-boarded double-leaf doors in each bay. 6-over-6 windows with segmental arches on rear elevation. (C. S.)
 47. Watertank (Railroad Yard): Ca. 1915. Cypress watertank suspended on wood posts in concrete piers. Posts joined by metal rods. (C. S.)
 48. Electric fire pumphouse (Railroad Yard): Ca. 1920. 1-story 1x1-bay gable-roofed corrugated metal building which rests on concrete foundation. Doors with large industrial hinges. (C. S.)
 49. Materials Superintendent's office (formerly Storekeeper's office) (Railroad Yard): Ca. 1925. 1-story 4x2-bay clapboard house with gable on hip roof and wide overhanging eaves. Paired windows with vertically divided upper sash. (C. S.)
 50. Fire buggy house (Railroad Yard): Ca. 1910. 1-story 3-sided board-and-batten shed-roofed shed which is sheltering fire hose wound on large iron spools. Similar structure is also attached to the woodworking shop (#26). (C. S.)

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51. Signal material house (Railroad Yard): Before 1943. 1-story 2-bay shed-roofed storage garage clad with vertical board. (C. S.)
52. Lumber shed (Railroad Yard): Before 1943. 1-story 10-bay lumber shed with gable roof. One end vertical boarded; other sides open. (C. S.)
53. Wheel shop (Railroad Yard): Ca. 1920. 1-story 3x6-bay gable-roofed building clad with vertical board. Shed-roofed metal canopy. Multipane windows ca. 1940. Corrugated metal siding covers parts of the building. (C. S.)
54. Ice house (S. Railroad Blvd.): 1904. 2-story brick building with pilastered upper walls. Flat roof with monitor. Removable display windows on west elevation. New additions on north and south elevation. (P. S.)
55. Commercial block (Ice House Shopping Complex): Ca. 1977. 2-story modern brick infill building with 2-tiered gallery. (M.)
56. Ice House Restaurant (S. Railroad Blvd.): Ca. 1915. 1-story brick commercial building clad with stucco, original facade openings of which have been infilled. New restaurant built behind the facade. Small new brick addition on north elevation. Remains of an old building in rear have been utilized in planning the patio space of restaurant. (M.)
57. Kramertown Hardware and Supply Store (S. Railroad Blvd.): Ca. 1922. 1-story brick commercial building divided into three bays by wide pilasters which rise above the roofline. Original doors and windows on the two storefronts. One storefront has been intrusively altered with wood-shingled shed roof which covers original transom and partially obscures raised brick rectangle in frieze area. (M.)
58. Kramertown Feed Store (S. Railroad Blvd.): Ca. 1929. 1-story 3-bay brick commercial building. 3-bay central entrance flanked by 2-bay secondary entrances. Decorative brick rectangular panels and soldier-brick cornice. (C. S.)
59. Commercial block (S. Railroad Blvd.): Ca. 1929. 1-story 3-bay brick building with a 3-bay central entrance flanked by two secondary entrances. Decorative brick rectangular panels and soldier-brick cornice. (C. S.)
60. Commercial block (21st St.): 1928. 1-story 7x3-bay brick commercial block with canted corner. Storefronts divided by pilasters which project above the roofline. Decorative soldier-brick rectangles. Some modernization of storefronts. (C. S.)

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7 - DESCRIPTION

61 through 63. Cotton sheds (S. Railroad Blvd.): 1929. Series of sheds divided by brick fire walls. Clad with a variety of metal siding. (C. S.)

8 - STATEMENT OF SIGNIFICANCE

Department of Archives and History, Jackson). A 1928 fire destroyed one building in this area which became known as Kramertown, but it was rebuilt in 1929. An earlier fire in 1904 destroyed the original commercial section of McComb. The area, which now includes commercial structures at the north end of the historic district, was part of the affected area, but the present commercial row was complete by 1925. By 1929, then, all significant buildings within the district were constructed, and while there has been some incompatible modernization the district remains essentially as it was fifty years ago.

9 - MAJOR BIBLIOGRAPHICAL REFERENCES

"History of the Ice Plant Known as Southern United Ice Company Now," McComb [Miss.] Enterprise-Journal, April 30, 1947.

Mississippi Department of Archives and History, Jackson, Subject file. McComb.

"Spotlight on McComb--A City that was Built on Purpose," Jackson [Miss.] Daily News, July 31, 1949.

Stover, John F. History of the Illinois Central Railroad. New York: MacMillan Publishing Co., 1975.

U. S. Works Progress Administration. Pike County, Miss. Industry. Source Material for Mississippi History. Statewide Historical Research Project. Mississippi Department of Archives and History, Jackson.

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CONTINUATION SHEET

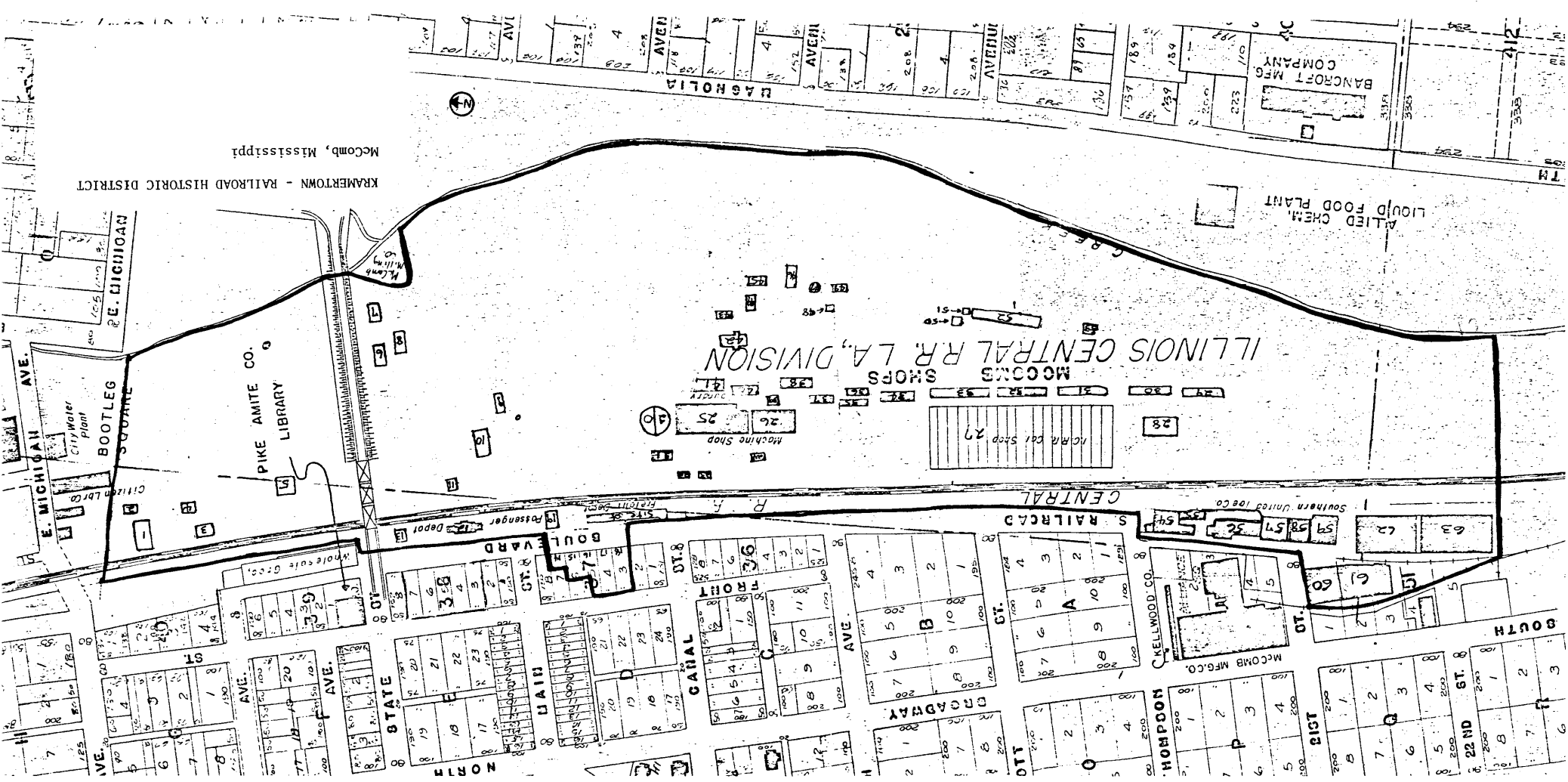
ITEM NUMBER 8

PAGE 8

8 - STATEMENT OF SIGNIFICANCE

Kramertown-Railroad Historic District

Distinguished by pilastered walls, monitored roofs, corbel tables, and round-arched openings, brick buildings in the railroad complex furnish valuable examples of late nineteenth century industrial buildings in Mississippi. Siting of the brick buildings is in clusters with openings onto circular and semi-circular spaces thereby creating an interesting contrast to the linear arrangement of frame buildings in the complex. Buildings outside the railroad yard are also important as typical vernacular examples of early twentieth century commercial buildings and display characteristic features of stepped parapets, raised brick decoration and pilastered walls.



McComb, Mississippi

KRAMERTOWN - RAILROAD HISTORIC DISTRICT

PIKE AMITE CO. LIBRARY

ILLINOIS CENTRAL R.R. L.A. DIVISION
MCCOMB SHOPS
Machine Shop
McComb Coal Shop

ALLIED CHEM. LIQUID FOOD PLANT

BANCROFT MFG. COMPANY

E. MICHIGAN AVE.
BOOTLEG SQUARE
CITY WATER PLANT
CITIZEN LIBRARY

STATE AVE.
NORTH

ST. ST.
CANAL ST.
FRONT ST.

BROADWAY AVE.
SOUTH

OTT ST.
HOPKINSON
MCCOMB MFG. CO.

22 ND ST.
EIST

22 ND ST.
SOUTH

S RAILROAD CENTRAL

1 Southern United Ice Co.

KELLWOOD CO.



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